

THE WEEKLY OF
**BUSINESS
AVIATION**

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INSPECTIONS REQUIRE REMOVAL OF WINGS FROM THOUSANDS OF PIPERS

An airworthiness directive issued by the Federal Aviation Administration will require owners of certain PA-28 and PA-32 aircraft to remove both wings from their aircraft to check for cracks in the wing spar and surrounding structure. Inspections will be required for aircraft that have more than 5,000 hours time in service, a threshold that FAA said will affect some 7,000-8,000 aircraft. Effective date of the AD is May 5. The AD resulted from a continuing investigation by the National Transportation Safety Board of a recent inflight wing separation accident involving a PA-28 that had nearly 7,500 hours and which was used for pipeline patrol missions (BA, April 20/122).

Aircraft affected include all models of the PA-28 series, with the exception of PA-28-236s, and also will apply to some PA-32-260 and PA-32-300 models. For aircraft with over 5,000 hours, the inspections will require the removal of both wings, each attached to the aircraft with 18 bolts. AD requires examination of the wing spar using both 10-power magnification and dye penetrant. If cracks are found, the spar and/or wing must be replaced with a serviceable unit prior to further flight.

The AD requires a single inspection, but FAA may require recurring inspections depending on how many cracks are found. Persons required to inspect their aircraft must report their findings within five days to FAA's Atlanta Aircraft Certification Office at (404) 991-2910. FAA estimates there are about 34,000 units of the models listed, of which 7,000-8,000 have more than 5,000 hours. Piper officials told BA their figures indicate only about 22,000 of the listed aircraft are currently registered and estimate the number with more than 5,000 hours at about 3,400. The company had no estimate on the cost of complying with the AD, but said the inspections would probably take 30-35 man-hours to complete.

ENGEN CITES 'OVERABUNDANCE OF MICROMANAGEMENT' BY DOT

FAA Administrator Donald Engen, who has refused to publically criticize interference in FAA affairs by DOT Secretary Elizabeth Dale, last week acknowledged the difficulties FAA has in accomplishing its mission while under DOT control. Testifying before a House appropriations subcommittee, Engen said he didn't want to give a personal explanation for his recent decision to resign his FAA post. He did, however, offer a number of "general" suggestions for future FAA Administrators. Engen said tension and conflict between FAA and Office of the Transportation Secretary was a factor in his decision, but said that tension "is institutional. It's built into the system and every other living FAA Administrator talks about it. Referring to a lunch he had with all of his predecessors at FAA, Engen said "each former administrator made a point to come and take me by the arm and ask, 'How are you getting on with the secretary?' I must say, it's not the secretary herself, but it's people in her office, sometimes at the midlevel."

Engen suggested that the Office of the Secretary should play less of a role in FAA personnel and acquisition decisions since "there has been on occasion an overabundance of micromanagement." He said FAA should be able to promote its own people without lengthy review at the secretarial level. Engen also noted the problem of enacting rulemaking, citing an executive order that requires FAA to submit all proposed rulemakings to the secretarial level. "Rules will bounce back and forth for just months on end. By the time you have a final rule on, say, Mode S, you feel you've given birth to an elephant."



NOW ONLINE WORLDWIDE

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY - FIRST QUARTER UNIT SHIPMENTS

		1st Quarter 87	Cal. Year			1st Quarter 87	Cal. Year
AEROSPATIALE GENERAL AVIATION				CE-441	Conquest II	5	5
• Single-Engine				CE-550	Citation I	0	0
TB-9	Tampico	2	2	CE-S550	Citation S/II	3	3
TB-10	Tobago	11	11	CE-650	Citation III	11	11
TB-20	Trinidad	17	17	REIMS AVIATION			
TB-21	Trinidad TC	1	1	• Single-Engine			
R235		0	0	CE-F152		0	0
TOTAL		31	31	CE-F152	Aerobat	0	0
				CE-F172	Skyhawk	0	0
				TOTAL		0	0
				Manufacturers net billing - \$94,216,059			
BEECH AIRCRAFT CORP.				AVION-MARCEL DASSAULT			
• Single-Engine				• Multi-Engine			
BE-C23	Sundowner	0	0	AD-My.10	Falcon	0	0
BE-C24R	Sierra	0	0	AD-My.20	Falcon	0	0
BE-F33A	Bonanza	20	20	AD-My.200	Falcon	2	2
BE-F33C	Bonanza	0	0	AD-My.50	Falcon	1	1
BE-A36	Bonanza	9	9	AD-My.300	Falcon	4	4
BE-36TC	Bonanza	3	3	TOTAL		7	7
• Multi-Engine				DE HAVILLAND AIRCRAFT OF CANADA			
BE-58	Baron	0	0	• Multi-Engine			
BE-58P	Baron	0	0	DHC-5	Buffalo	0	0
BE-76	Dutchess	0	0	DHC-6	Twin Otter	0	0
BE-C99	Airliner	0	0	DHC-7		0	0
BE-C90-1	King Air	2	2	DHC-8		5	5
BE-F90-1	King Air	1	1	TOTAL		5	5
BE-200	Super King Air	7	7	EMBRAER			
BE-200C	Super King Air	0	0	• Single-Engine			
BE-300	Super King Air	6	6	EMB-201	Ipanema	5	5
BE-200T	Super King Air	0	0	EMB-711	Corisco	0	0
BE-1900C	Commuter	3	3	EMB-712	Tupi	0	0
Beechjet 400		1	1	EMB-720	Minuano	2	2
Diamond IA		0	0	• Multi-Engine			
TOTAL		52	52	EMB-110	Bandeirante	1	1
Manufacturers net billing - \$50,126,413				EMB-120	Brasilia	4	4
				EMB-121	Xingu	0	0
				EMB-810D	Seneca II	6	6
				EMB-820		0	0
				EMB-821	Carajah	2	2
				TOTAL		20	20
BRITISH AEROSPACE				FAIRCHILD AIRCRAFT CORP.			
• Multi-Engine				• Multi-Engine			
BAe	Jetstream 31	7	7	Merlin II		0	0
HS-748		0	0	Fairchild 300		0	0
BAe 146-100		3	3	Merlin IV-C		0	0
BAe 146-200		0	0	Metro III		5	5
HS-125	Model A	3	3	Expediter		0	0
HS-125	Model B	2	2	TOTAL		5	5
TOTAL		15	15	GATES LEARJET			
				• Multi-Engine			
				LR-35A		0	0
				LR-36A		0	0
				LR-55		1	1
				TOTAL		1	1
PILATUS BRITTEN-NORMAN				GULFSTREAM AEROSPACE			
• Multi-Engine				• Multi-Engine			
BN-2B	Islander	0	0	GR-1159A	Gulfstream III	3	3
BN-2T	Islander	8	8	GR-1159C	Gulfstream IV	3	3
Mark III	Trislander	2	2	TOTAL		6	6
TOTAL		10	10	ISRAEL AIRCRAFT INDUSTRIES			
				• Multi-Engine			
				1124	Westwind 1	0	0
				1124A	Westwind 2	0	0
				Astra		0	0
				TOTAL		0	0
CANADAIR				LAKE AIRCRAFT			
• Multi-Engine				• Single-Engine			
CL-600	Challenger	0	0	LA-4-200EP		0	0
CL-601	Challenger	2	2	LA-250	Renegade	2	2
TOTAL		2	2	TOTAL		2	2
CESSNA AIRCRAFT CO.							
• Single-Engine							
CE-152		14	14				
CE-172	Skyhawk	1	1				
CE-172RG	Cutlass	0	0				
CE-182	Skyline	0	0				
CE-182	Turbo Skylane	0	0				
CE-182RG	Skyline RG	0	0				
CE-182RG	Turbo Skylane RG	0	0				
CE-U206	Stationair 8	2	2				
CE-TU206	Turbo Stationair 8	0	0				
CE-208	Caravan I	10	10				
CE-210	Centurion	2	2				
CE-T210	Turbo Centurion	0	0				
CE-P210	Pressurized Centurion	0	0				
• Multi-Engine							
CE-303	Crusader	0	0				
CE-402		0	0				
CE-406	Caravan II	1	1				
CE-414	Chancellor	0	0				
CE-421	Golden Eagle	0	0				
CE-425	Conquest I	1	1				

	1st Quarter 87	Cal. Year
MAULE AIR INC		
• Single-Engine		
M-5 180C	2	2
M-5 200	0	0
M-5 235C Lunar Rocket	1	1
M-6 235	1	1
MX-7-180 Super Rocket	2	2
M-7-235 Super Rocket	6	6
MX-7-235	9	9
TOTAL	21	21

Manufacturers net billing - \$1,063,987

MOONEY AIRCRAFT CORP.

• Single-Engine		
M-20J 201 Lean Machine	8	8
M-20J 205	12	12
M-20K 231	0	0
M-20K 252	13	13
TOTAL	33	33

PARTENAVIA S.P.A.

• Multi-Engine		
P68	0	0
P68C-TC	3	3
P68 Observer	0	0
P68 Observer TC	0	0
Spartacus	0	0
TOTAL	3	3

PIPER AIRCRAFT CORP.

• Single-Engine		
PA-28 161 Warrior	3	3
PA-28 181 Archer II	1	1
PA-28 235 Dakota	0	0
PA-28RT-201T Turbo Arrow IV	4	4
PA-32-301 Saratoga	5	5
PA-32R-301 Saratoga SP	1	1
PA-32R-301T Turbo Saratoga SP	0	0
PA-46-310P Malibu	16	16
• Multi-Engine		
PA-31-350 Chieftain	0	0
PA-31-500 Cheyenne IA	1	1
PA-42-720 Cheyenne III	0	0
PA-42-720 Cheyenne IIIA	2	2
PA-42-1000 Cheyenne 400LS	2	2
PA-44-180 Seminole	0	0
PA-44-180T Turbo Seminole	0	0
PA-T1040	0	0
TOTAL	49	49

Manufacturers net billing - \$17,698,861

SHORT BROTHERS LTD.

• Multi-Engine		
SBJ-CS-7 Skyvan	0	0
SD-3-30	0	0
SD-3-60	10	10
TOTAL	10	10

SINGLE ENGINE	199	199
MULTI-ENGINE	123	123
GRAND TOTAL	322	322

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	1st Quarter			Calendar Year to Date		
	1987	1986	1985	1987	1986	1985
Aerospatiale	31	15	*	31	15	*
Beech	52	53	58	52	53	58
British Aerospace	15	16	12	15	16	12
Britten-Norman	10	1	0	10	1	0
Canadair	2	1	2	2	1	2
Cessna	50	103	204	50	103	204
Dassault	7	4	6	7	4	6
De Havilland	5	6	7	5	6	7
Embraer	20	19	31	20	19	31
Fairchild	5	4	4	5	4	4
Gates	1	2	4	1	2	4
Gulfstream	6	2	12	6	2	12
Israel	0	0	0	0	0	0
Lake	2	1	5	2	1	5
Maule Air	21	15	17	21	15	17
Mooney	33	26	25	33	26	25
Partenavia	3	5	7	3	5	7
Piper	49	76	133	49	76	133
Short	1	7	1	1	7	1
TOTAL	322	356	520	322	356	520

* Figures not available.

BUSINESS AVIATION BRIEFS

LAWRENCE HECKER, vice president-flight operations for Western Airlines, was formally nominated last week by President Reagan to become FAA deputy administrator. Hecker has been serving as a consultant at FAA for the past several weeks (BA, March 23/89). There still was no word from the Reagan Administration last week about the nomination of Federal Express executive T. Allan McArtor, who announced earlier that he had been selected to succeed Donald Engen as FAA Administrator.

* * *

GULFSTREAM CHAIRMAN Allen Paulson is seeking maximum exposure for his attempt to set a round-the-world flight record in a Gulfstream IV. Paulson plans to depart Paris on June 12--the second day of the Paris Air Show--and expects to be back in Paris in about 43 hours.

* * *

ACCIDENT THAT DAMAGED the prototype Sunbird aircraft on April 18 has not dampened the enthusiasm of the aircraft's developers. Verilite Aircraft Company officials say they plan to go ahead with a public stock offering aimed at raising \$2 million in development financing.

* * *

REP. JIM LIGHTFOOT told the recent National Air Transportation Association convention that "the number one issue has to be to get the (Aviation) Trust Fund off the unified budget." Lightfoot urged NATA members to contact their Congressional representatives to generate support for taking the Trust Fund off budget, noting that "If it's not the number one issue for you, it's not going to be the number one issue for whoever represents you."

* * *

FAIRCHILD INDUSTRIES, which has been reducing its emphasis on aviation programs and cutting costs to improve liquidity and permit concentration on other business segments, has sold its fleet of three corporate aircraft. In addition, the company has eliminated 10 vice president positions. Latest executive to leave the company was John W. Townsend, Jr., who had been executive vice president-corporate development. He is joining NASA as a special consultant to Administrator James Fletcher.

* * *

RYDER SYSTEMS INC. reported "substantially higher profits" in its aviation services business as a result of the sale of used jet aircraft and increased sales of new and used aircraft parts. Aviall said inclusion of the Van Dusen new aircraft parts business and of American Jet Industries, both of which were acquired in 1986, contributed to the increase in parts sales. Aviation services revenues jumped 58.9 percent to \$240.5 million in the quarter ended March 31, when compared to the same period last year. Before-tax earnings for the segment more than doubled, from just over \$10 million in the first quarter of 1986 to \$22.7 million in the quarter just ended.

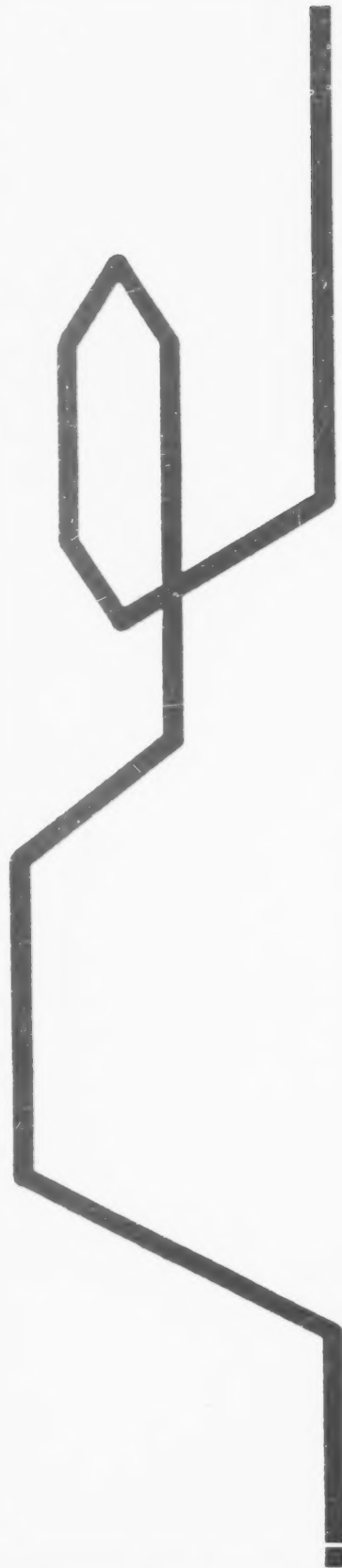
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SINGER COMPANY said last week it was selected to develop and manage the aircrew training system for the Lockheed C-130 aircraft by the U.S. Force's Aeronautical Systems Division. Singer said the initial development and operations contract is for \$11.5 million, "but total value of the program is expected to exceed \$240 million." Training will be conducted by Singer's SimuFlite Division together with the company's Link Flight Simulation and Allen divisions.

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BUSINESS AIRCRAFT ACCIDENT STATISTICS for the past 16 years, detailing the phase of flight in which the accident occurred, are shown in a chart on the back of Page 134. In addition, charts analyzing turbine helicopter accidents from 1981-1986 are shown on the back of Page 135. Charts were prepared by Robert E. Breiling Associates for presentation at the recent Flight Safety Foundation Corporate Aviation Safety Seminar (BA, April 20/122).

BUSINESS AIRCRAFT ACCIDENTS BY FLIGHT PHASE



Takeoff Climb Cruise Descent Approach Landing

1970-1980	13%	9%	6%	6%	33%	30%
1981	17%	8%	5%	4%	25%	40%
1982	15%	7%	7%	5%	22%	44%
1983	22%	2%	5%	2%	14%	53%
1984	13%	4%	8%	1%	12%	62%
1985	18%	0	0	3%	32%	47%
1986	15%	6%	9%	0	20%	50%

Robert E. Breiling Associates

TURBINE HELICOPTER ACCIDENTS 1981 - 1986

	<u>1981-1985</u>		<u>1986</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
ENGINE/ACCESSORY MALFUNCTION/FAILURE	146	38%	15	24%
HIT OBJECTS LANDING	33	9%	6	10%
HARD LANDING	26	7%	3	6%
CONTROL LOSS TAKEOFF/LANDING	24	6%	13	21%
HIT OBJECT TAKEOFF	22	6%	5	8%
TAIL ROTOR MALFUNCTION/FAILURE	19	5%	4	6%
VFR IN IFR	13	3%	7	11%
FUEL EXHAUSTION	7	2%	2	3%
PAX WALKED INTO TAIL ROTOR	9	2%	-	-
UNKNOWN/OTHER	48	12%	7	11%

Robert E. Breiling Associates

1986 TURBINE HELICOPTER ACCIDENTS BY OPERATOR TYPE

	Comm. Off-Shore	Comm. Air Taxi	EMS	Private/ Business	Police, TV, Corp. Off- Shore, Spec. Purpose	Corp/ Exec.	All
ACCIDENTS	10	32	6	6	5	3	62
FATAL ACCIDENTS	1	3	1	2	1	2	10
FATALITIES	1	28	3	2	2	8	44
DESTROYED	3	6	2	2	2	2	17
SUBSTANTIAL	7	26	4	4	3	1	45

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Quarterly Index not filmed